BookletChart™

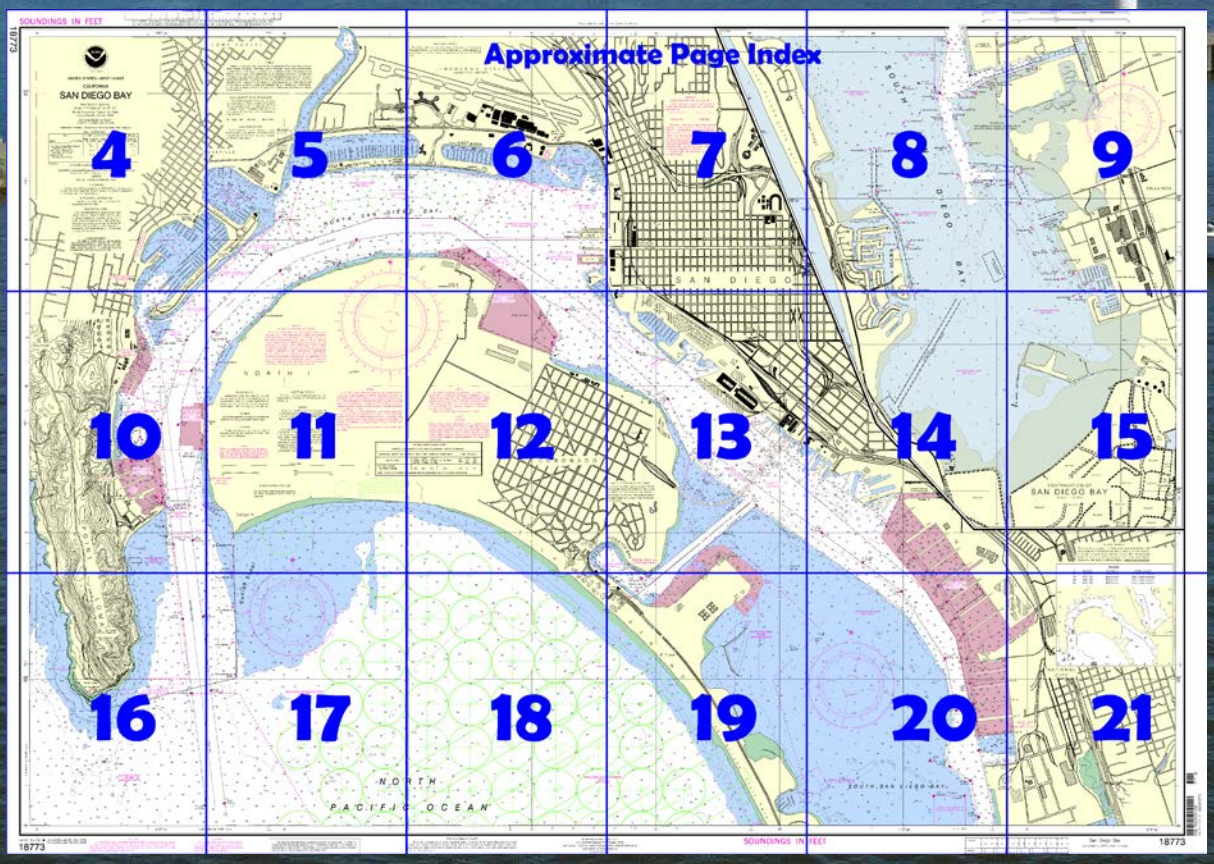
San Diego Bay

NOAA Chart 18773

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18773.

(Selected Excerpts from Coast Pilot)
Vessels waiting outside the entrance for a pilot will find good anchorage in 36 feet or more SE of the entrance to the channel, although permission to anchor in the restricted area must be obtained from the local naval authorities. For permission to use anchorage berths 125, 126, 147, 158, and 171, contact Navy Afloat Training Group Pacific at 619-556-0900. For permission to use anchorage berths 124, 135, 146, and 170, contact Navy Region Southwest Port Operations at 619-556-1433. For permission to use all other anchorage berths off Silver Strand, contact COMNVBEACHGRU at 619-437-2476. The area in the lee of Point Loma, S of Ballast Point and W of the E line of the project channel, is reserved for pilot boats and harbor patrol or U.S. Government craft. (See **334.880**, chapter 2, for limits and regulations.)
Dangers.–A submerged jetty, marked with lights and daymarks that read "DANGER SUBMERGED JETTY," extends about 220 yards W from Zuniga Point. There are numerous wrecks and obstructions in the shallow area of SE San Diego Bay. Caution should be exercised when navigating outside the marked channels.
Restricted areas are: in the waters off the entrance to San Diego Bay; in the lee of Point Loma and S of Ballast Point; between Ballast Point and Zuniga Point (degaussing station); adjacent to the W side of North Island; 0.4 mile N of Ballast Point, W of the dredged channel; off the NE side of North Island surrounding the Navy Pier; adjacent to and extending SE from the entrance channel to Glorietta Bay. (See **33 CFR 334.860, 334.865, 334.870, 334.880 and 334.890,** chapter 2, for limits and regulations.)
Security zones are: on the W side of the entrance to San Diego Bay surrounding the Naval Base, extending from Ballast Point to just S of the entrance to Shelter Island Yacht Basin (**165.1102,** chapter 2); adjacent to the W and NE sides of North Island (**165.1105 and 165.1104**); around the Navy Pier adjacent to Broadway Pier (**165.1121**); surrounding the Naval Amphibious Base just S of the entrance channel to Glorietta Bay (**135.1120**); surrounding the Naval Station along the waterfront of National City from Chollas Creek to Pier 14 (**165.1101**); within 25 yards of all piers, abutments, fenders, and pilings of the Coronado Bay Bridge (**165.1110**). (See **33 CFR 165.1101, 165.1102, 165.1104, 165.1105, 165.1110, 165.1120,** and **165.1121,** chapter 2, for limits/regulations.)
A series of floating protection barriers, anchored by lighted buoys, surrounds the Naval facilities within the security zones: on the W side of the entrance to San Diego Bay; just N of Ballast Point, on the NE side of North Island; and off the Naval Station along the waterfront of National City.
A **safety zone** is E of Harbor Island on the N side of the bay. (See **33 CFR 165.1106**, chapter 2, for limits and regulations.)
Currents.–The currents set generally in the direction of the channels. In the vicinity of the entrance the usual velocity varies from 0.5 to 5 knots depending upon the stage of the tide. S of the end of the jetty there is a slight set toward Zuniga Shoal on the ebb. Great care should be taken while passing Ballast Point as a vessel may take a sudden sheer because of a crosscurrent deflected from Ballast point.
The eddy usually encountered along the ends of the municipal piers makes docking difficult. The velocity and direction of the eddy are irregular, and the greatest care must be exercised by even the most experienced. Strangers should not attempt to dock large vessels without a pilot. (See the Tidal Current Tables for daily predictions.)
Pilotage, San Diego.–All foreign vessels and vessels from a foreign port or bound thereto, and all vessels over 300 gross tons sailing under register between the port of San Diego and any other U.S. port, are subject to pilotage. Further information regarding pilotage requirements are detailed in the Pilotage section of the **Port of San Diego Tariff**, available through the ship's agent or directly from the Port District at 619-686-6343.
The Coast Guard Captain of the Port, San Diego, has designated the ship channels in San Diego Harbor as "narrow channels" for the purposes of enforcing Rule 9 of the Navigation Rules

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Alameda	Commander 11th CG District Alameda, CA	(510) 437-3700

Table of Selected Chart Notes

Scale 1:12,000

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:12,000 at Lat 32°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

PRIVATE AIDS
Aids located in the Coronadc Cays Channel and Chula Vista Channel are privately maintained.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE E
Special Anchorage A-8 is Temporarily Closed. Consult USCG Local Notice to Mariners for details.

SAN DIEGO-CORONADO BAY BRIDGE
A set of 3 fixed white lights is mounted vertically above a green range light on the northwest side at the center of the main inbound channel between piers 18 and 19 and also on the southeast side at the center of the main outbound channel between piers 19 and 20.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE D
Floating security barriers have been installed at various U.S. Naval installations within San Diego Bay. The barriers are marked by numerous quick flashing yellow (Q Y) lighted buoys and positioned within the Security Zones surrounding the facility.

CAUTION
Fleet mooring multiple anchors may protrude one to four feet above the surrounding bottom to a radius of 225 feet from each mooring depending on hard bottom conditions.

NOTE F
Numerous wrecks and obstructions exist in and around Anchorage A-8.

NOTE G
Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

For Symbols and Abbreviations see Chart No. 1

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

San Diego, CA KEC-62 162.400 MHz

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.189" northward and 3.111" westward to agree with this chart.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

NOTE B
CAUTION
The San Diego Harbor main channels are considered narrow channels. Vessels less than 20 meters in length, sailing vessels, vessels engaged in fishing or any vessel attempting to cross these channels shall not impede a vessel that can only safely navigate within a narrow channel as per Inland Navigation Rules, Rule 9. Inland Navigation Rules are subject to U.S. Coast Guard enforcement.

RESTRICTED AREAS, charted by T-dashed boudaries are designated by the U.S. Army Corps of Engineers in 33 CFR 334. Vessels Transiting Restricted Areas may not moor, anchor, fish, loiter, swim or water ski in those areas. If an emergency requires departure from this prohibition, the Captain of the Ports must be notified immediately.
The Captain of the Port may be reached on Channel 16, marine VHF radio.

ANCHORAGE BERTHS
Anchoring berths are under United States Navy jurisdiction. All non-military vessels interested in using the anchoring berths must first obtain permission from the appropriate controlling authority. See Coast Pilot 7.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Department of the Navy and U.S. Coast Guard.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
San Diego (Quarantine Station)	(32°42'N/117°14'W)	5.6	4.8	0.9
National City	(32°40'N/117°07'W)	5.9	5.2	0.9
San Diego (Broadway)	(32°43'N/117°10'W)	5.7	5.0	0.9

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Apr 2012)

SAN DIEGO HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 2011

	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	DEPTH MLLW (FEET)
SAN DIEGO HARBOR								
ENTRANCE CHANNEL	47.0	47.2	46.9	A44.4	6-11	800	12,700	47
NORTH BAY CHANNEL	B42.7	46.9	46.9	42.0	8-09, 6-11	600-800	24,900	47

A. SHOALING TO 36.8 FEET IN THE OUTER 100 FEET OF QUARTER.
B. SHOALING TO 38.0 FEET IN THE OUTER 50 FEET OF QUARTER FROM 32°43'06.0"N, 117°11'32.7"W TO 32°42'38.9"N, 117°10'46.0"W.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

18773

15' 117° 14'

32° 44'

43'

50"

40"

30"

10000 S

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

CALIFORNIA - WEST COAST

SAN DIEGO BAY

Mercator Projection
Scale 1:12,000 at Lat 32°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
San Diego (Quarantine Station)	(32°42'N/117°14'W)	5.6	4.8	0.9
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(Apr 2012)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Department of the Navy and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.189" northward and 3.111" westward to agree with this chart.

LOMA PORTAL

Within the 12-nautical mile Territori some Federal laws apply. The Three outer limit of the territorial sea, is retai limit of the other laws. The 9-nautical of Florida, Texas, and Puerto Rico, an most cases the inner limit of Federal jurisdiction of the states. The 24-nau mile Exclusive Economic Zone we Unless fixed by treaty or the U.S. Su to modification.

NOAA WEATHER RADIO BROA

The NOAA Weather Radio st below provides continuous weather The reception range is typicall nautical miles from the antenna site, as much as 100 nautical miles for high elevations.

San Diego, CA KEC-62 16

RADAR REFLECTORS

Radar reflectors have been place floating aids to navigation. Indivi reflector identification on these aid omitted from this chart.

ROSEVILLE

AMERICAS CUP HARBOR

Marine railways

Numerous mooring buoys

SPECIAL ANCH A-2 110.1, 110.90 (see note A)

Fl (2+1) R 6s 17ft "B" Priv

FISHERMAN PT
San Diego Yacht Club

Shelter Island Drive

SPECIAL ANCHORAGE A-1 110.1, 110.90 (see note A)

SHELTER ISLAND YACHT BASIN

Southwestern Yacht Club

Silvergate Yacht Club

Fl 2.5s 16ft 5M "S"

SPECIAL ANCHORAGE A-1b 110.1, 110.90 (see note A)

SHELTER ISLAND

NO-DISCHARGE ZONE (see note Z)

LA PLAYA

Iso G 6s 55ft

FLAGPOLE

SPECIAL ANCHORAGE A-1a 110.1, 110.90 (see note A)

(see note B)

Joins page 10

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~

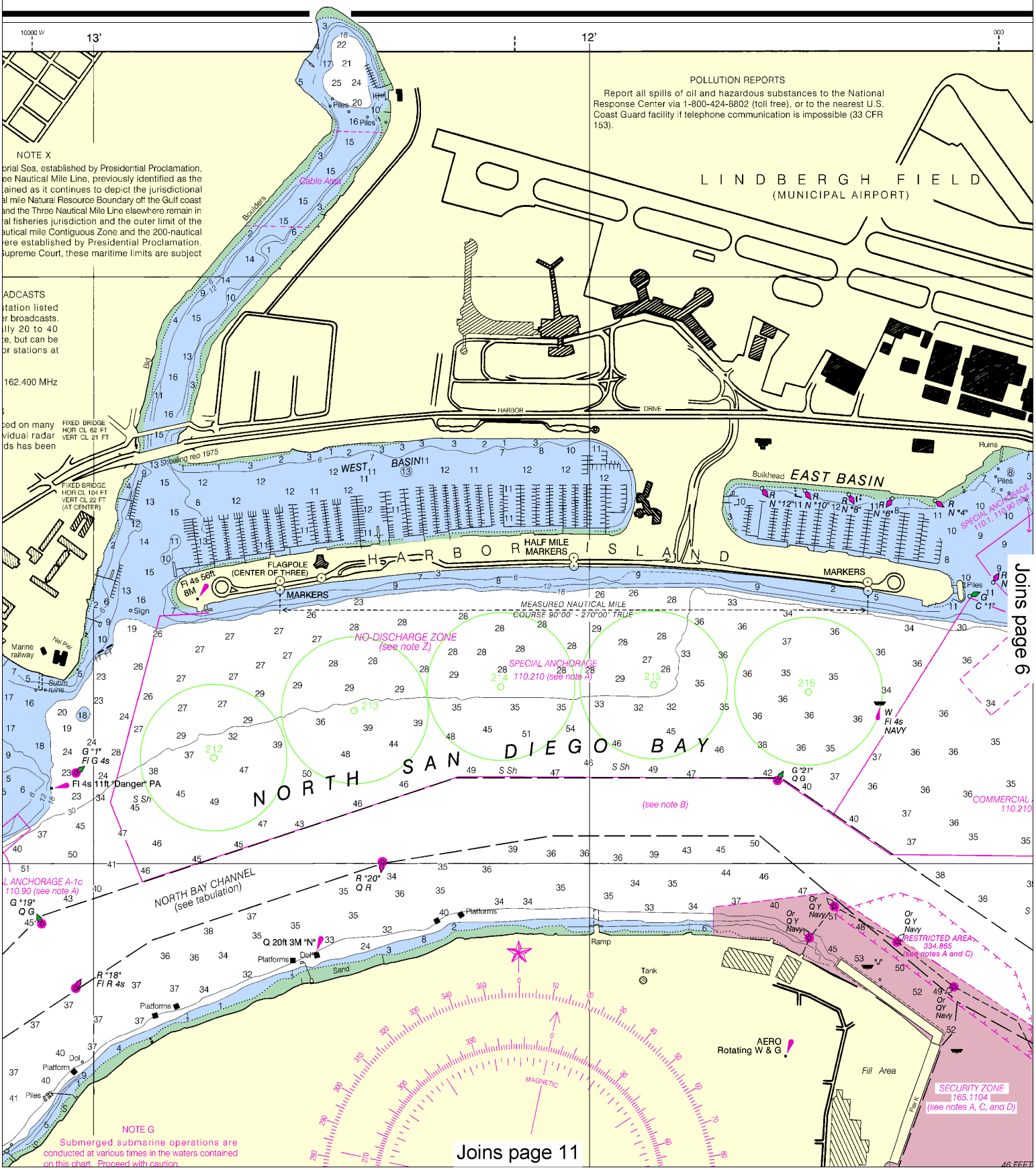
Nautical Miles

½ 0 ½

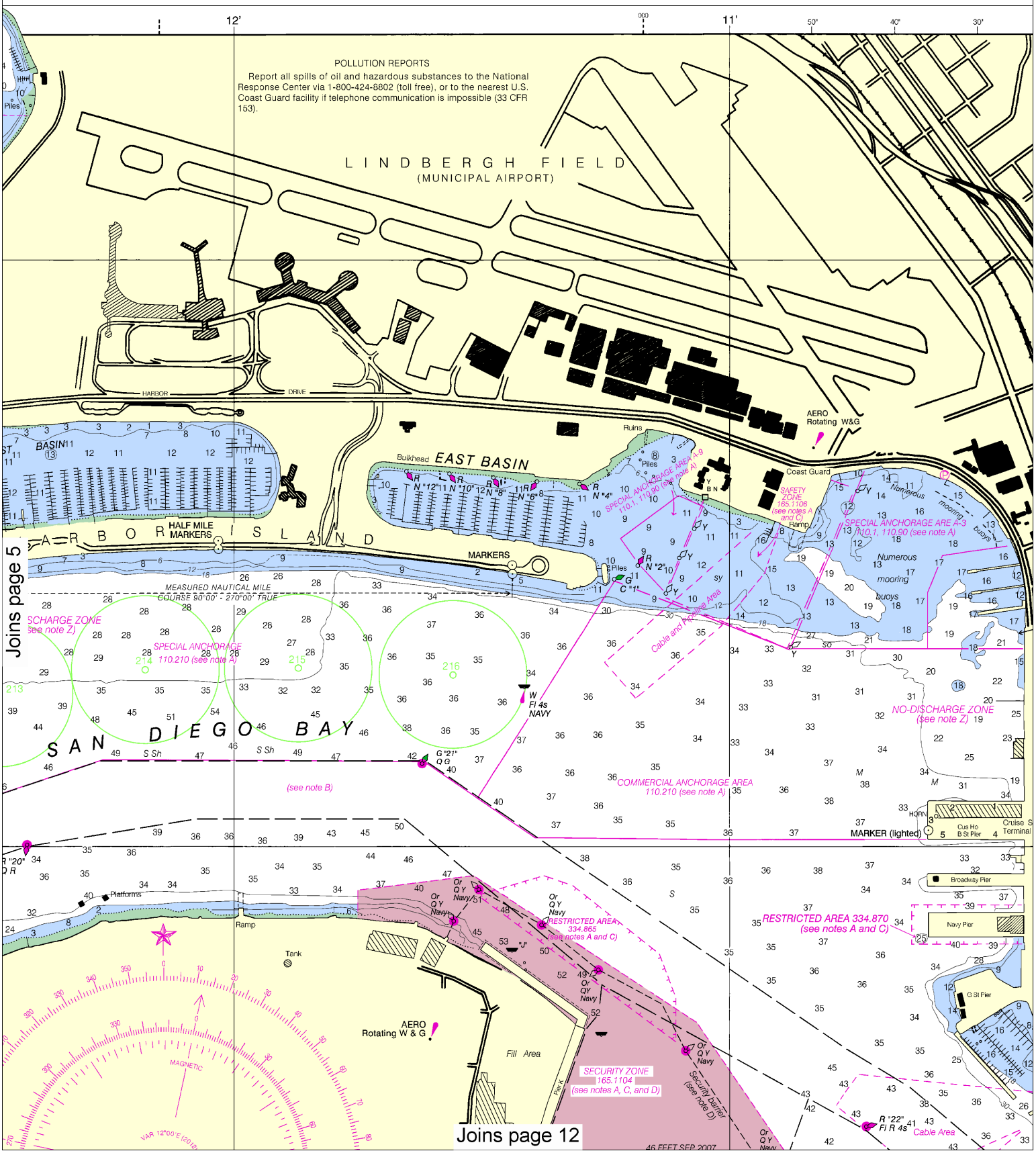
Yards

500 0 500 1000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:16000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.

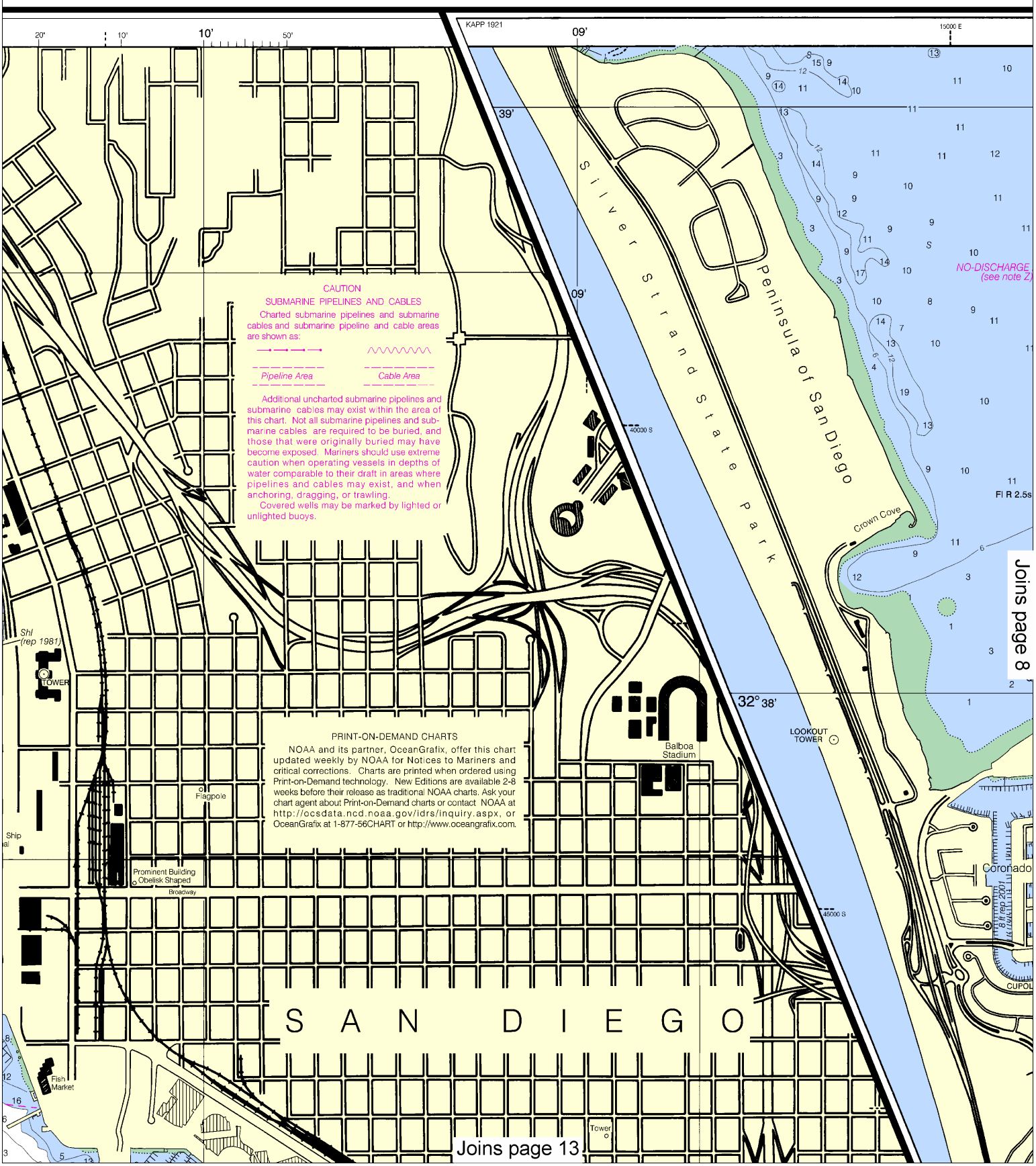
Printed at reduced scale. ~~SCALE 1:12,000~~

Nautical Miles: ½ 0 ½

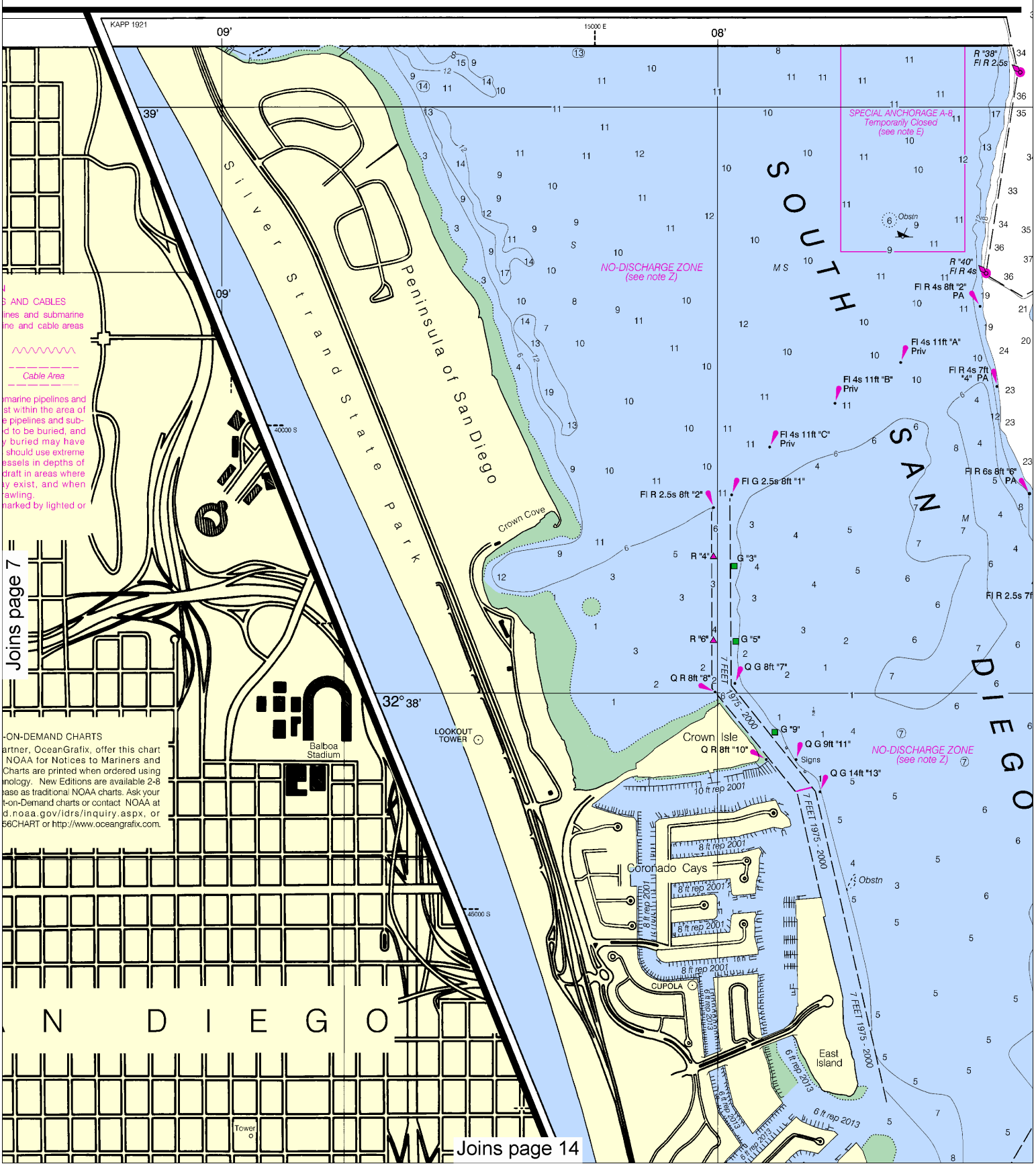
Yards: 500 0 500 1000

See Note on page 5.

June 1933 G-1948-713 KAPP 1920



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0713 2/12/2013,
NGA Weekly Notice to Mariners: 0713 2/16/2013,
Canadian Coast Guard Notice to Mariners: n/a.



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~

Nautical Miles

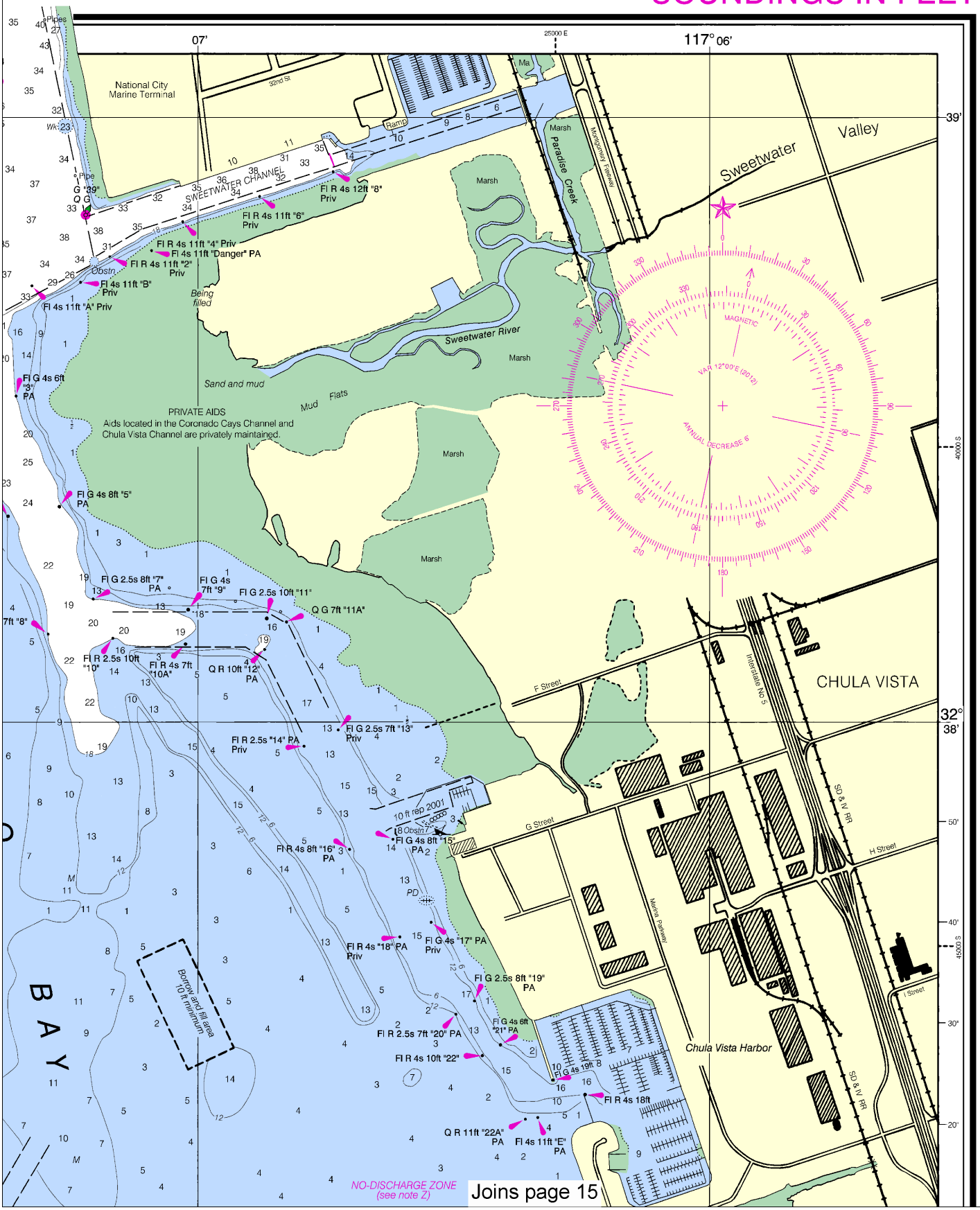
½ 0 ½

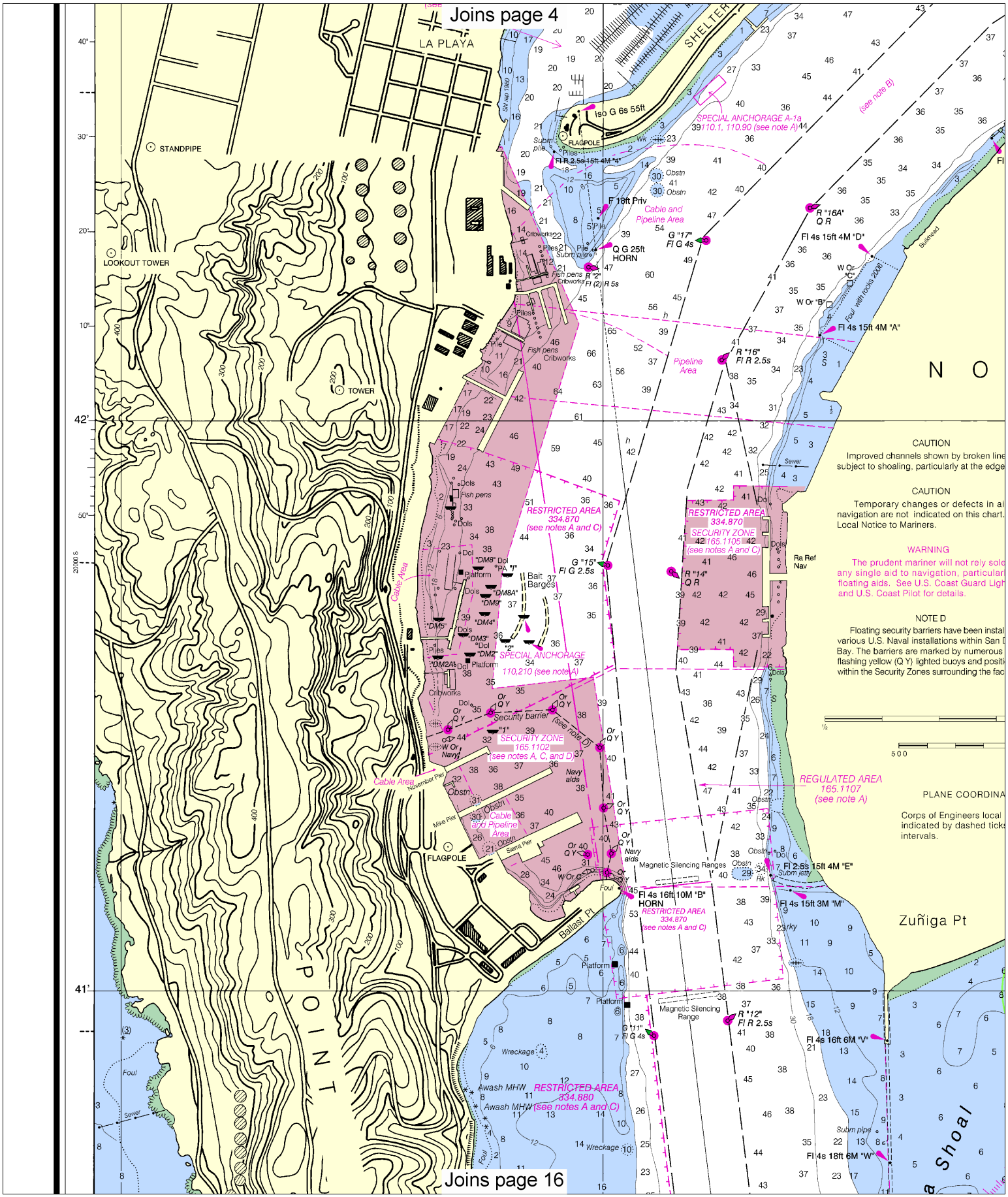
Yards

500 0 500 1000

See Note on page 5.

SOUNDINGS IN FEET





Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~

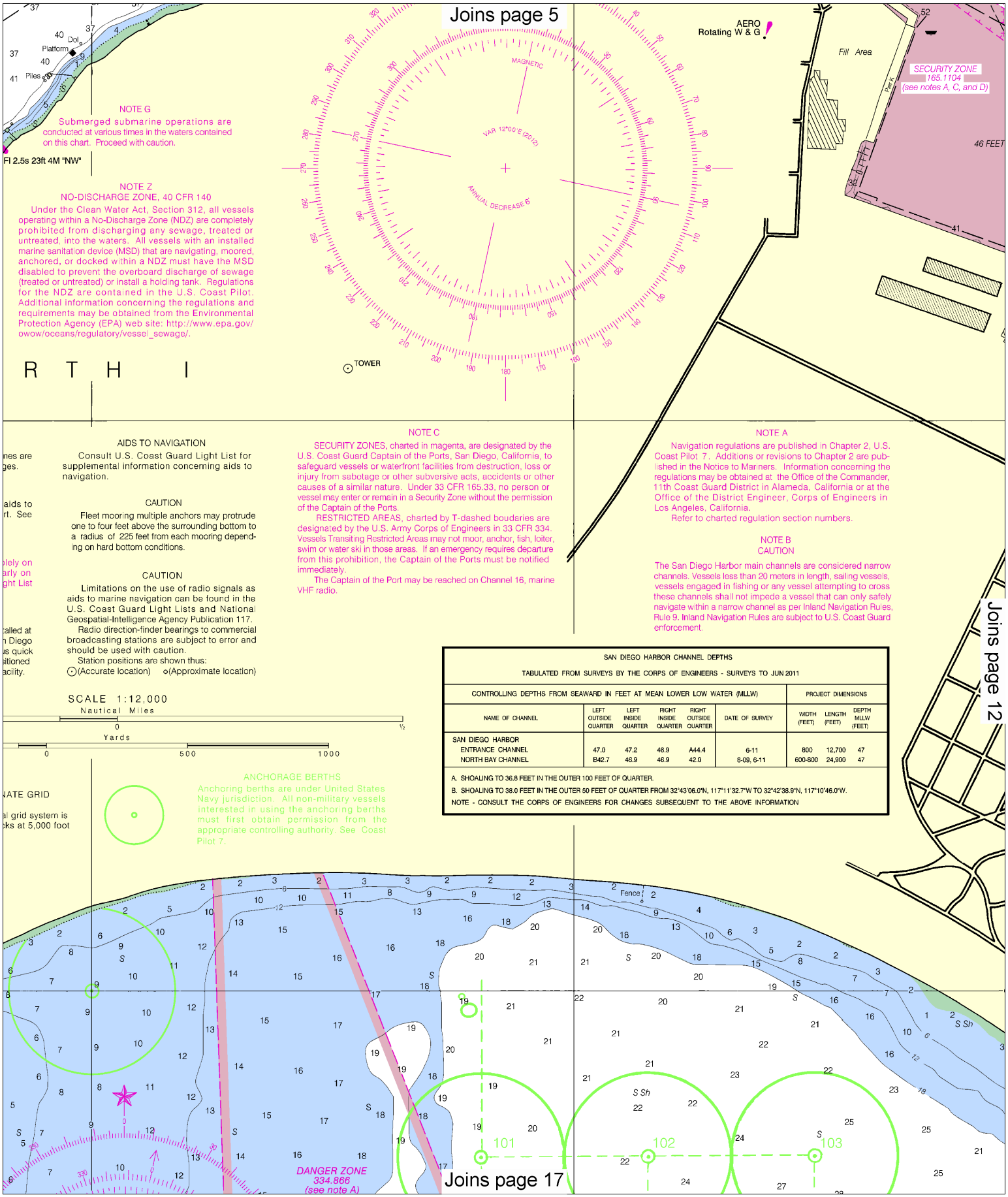
Nautical Miles

½ 0 ½

Yards

500 0 500 1000

See Note on page 5.



NOTE G

Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

R T H I

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Fleet mooring multiple anchors may protrude one to four feet above the surrounding bottom to a radius of 225 feet from each mooring depending on hard bottom conditions.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOTE C

SECURITY ZONES, charted in magenta, are designated by the U.S. Coast Guard Captain of the Ports, San Diego, California, to safeguard vessels or waterfront facilities from destruction, loss or injury from sabotage or other subversive acts, accidents or other causes of a similar nature. Under 33 CFR 165.33, no person or vessel may enter or remain in a Security Zone without the permission of the Captain of the Ports.

RESTRICTED AREAS, charted by T-dashed boudaries are designated by the U.S. Army Corps of Engineers in 33 CFR 334. Vessels Transiting Restricted Areas may not moor, anchor, fish, loiter, swim or water ski in those areas. If an emergency requires departure from this prohibition, the Captain of the Ports must be notified immediately.

The Captain of the Port may be reached on Channel 16, marine VHF radio.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.

Refer to charted regulation section numbers.

NOTE B

CAUTION

The San Diego Harbor main channels are considered narrow channels. Vessels less than 20 meters in length, sailing vessels, vessels engaged in fishing or any vessel attempting to cross these channels shall not impede a vessel that can only safely navigate within a narrow channel as per Inland Navigation Rules, Rule 9. Inland Navigation Rules are subject to U.S. Coast Guard enforcement.

SAN DIEGO HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUN 2011

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	DEPTH MLLW (FEET)
SAN DIEGO HARBOR								
ENTRANCE CHANNEL	47.0	47.2	46.9	A44.4	6-11	800	12,700	47
NORTH BAY CHANNEL	B42.7	46.9	46.9	42.0	8-09, 6-11	600-800	24,900	47

A. SHOALING TO 36.8 FEET IN THE OUTER 100 FEET OF QUARTER.

B. SHOALING TO 38.0 FEET IN THE OUTER 50 FEET OF QUARTER FROM 32°43'06.0"N, 117°11'32.7"W TO 32°42'38.9"N, 117°10'46.0"W.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SCALE 1:12,000

Nautical Miles

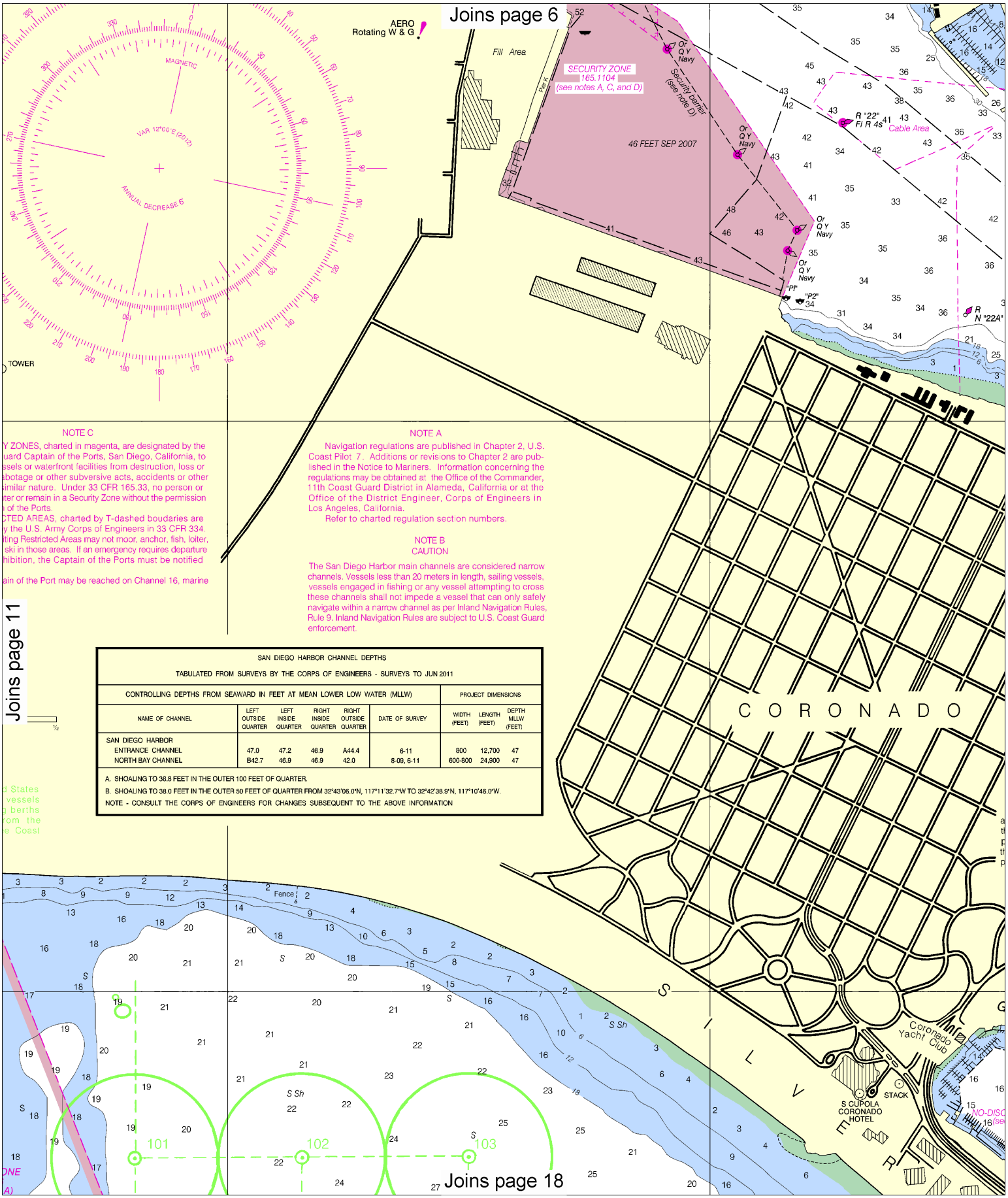
0 ½

Yards

0 500 1000

ANCHORAGE BERTHS

Anchoring berths are under United States Navy jurisdiction. All non-military vessels interested in using the anchoring berths must first obtain permission from the appropriate controlling authority. See Coast Pilot 7.



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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~

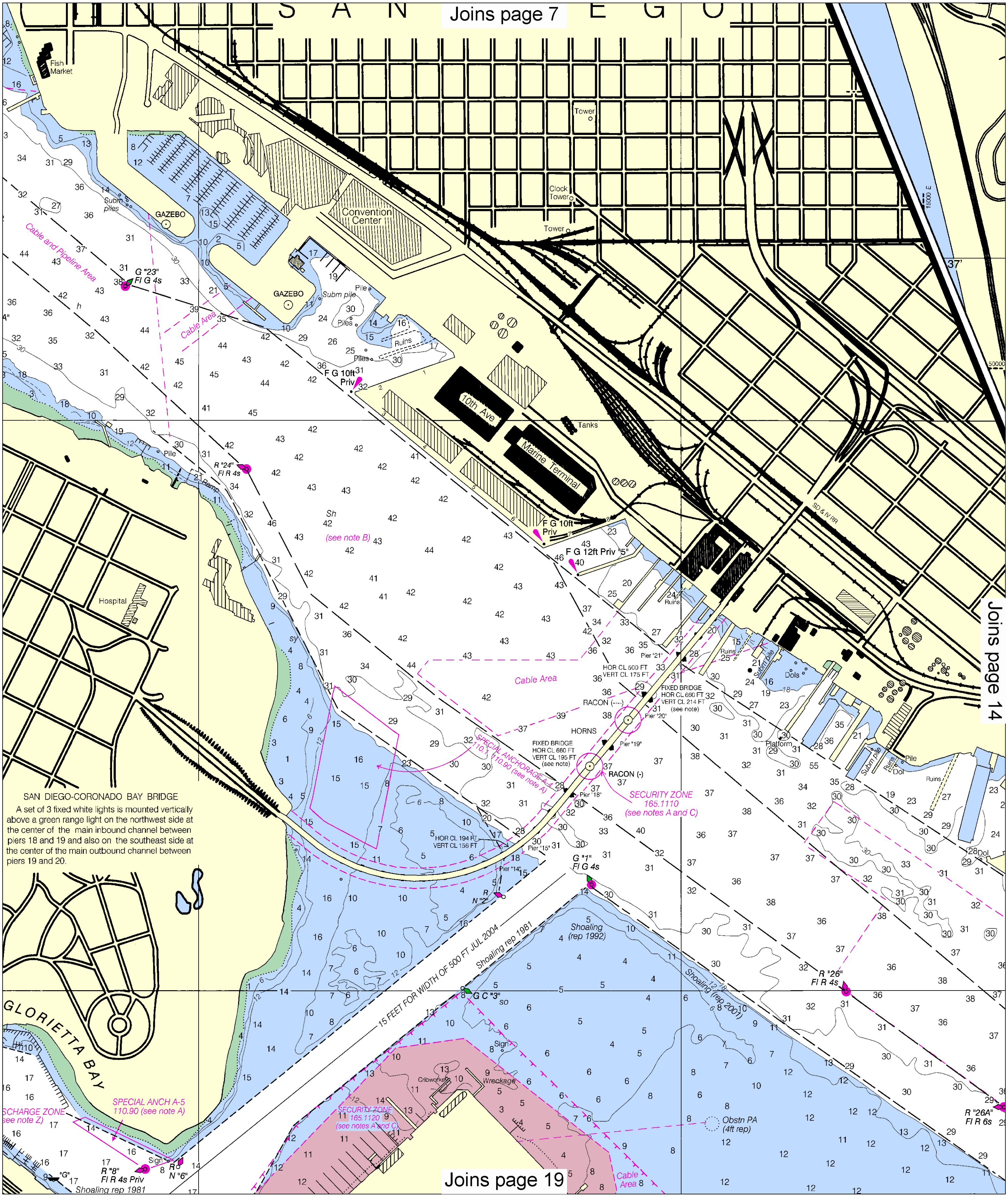
Nautical Miles

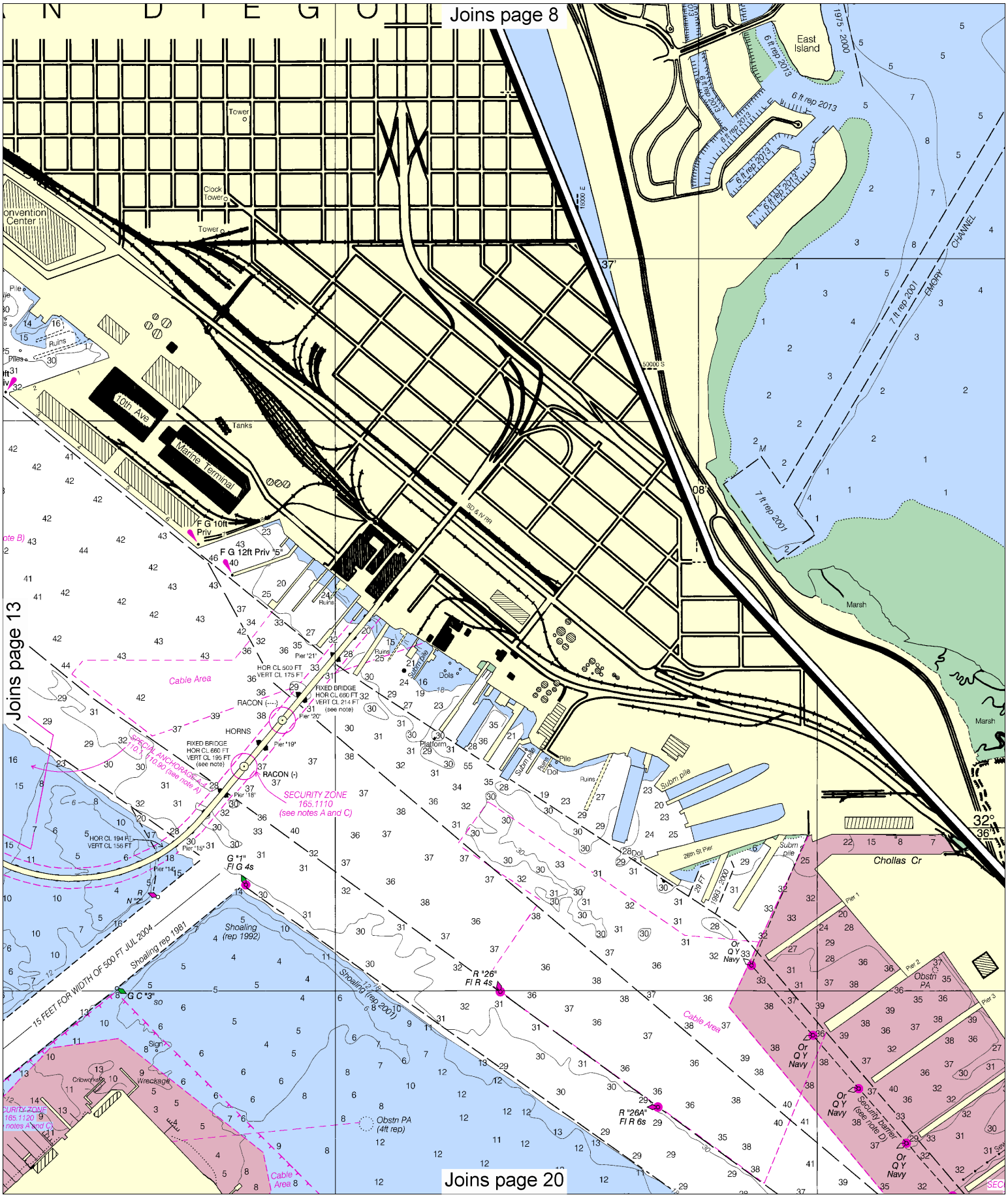
½ 0 ½

Yards

500 0 500 1000

See Note on page 5.


Joins page 7
Joins page 14
Joins page 19
SAN DIEGO
Fish Market
Convention Center
GAZEBO
GAZEBO
Cable and Pipeline Area
Cable Area
G "23" Fl G 4s
F G 10ft Priv
F G 10ft Priv
F G 12ft Priv "5"
10th Ave
Marine Terminal
Tanks
Tower
Clock Tower
Tower
R "24" Fl R 4s
(see note B)
Hospital
Cable Area
HOR CL 500 FT VERT CL 175 FT
FIXED BRIDGE HOR CL 660 FT VERT CL 214 FT (see note)
FIXED BRIDGE HOR CL 660 FT VERT CL 195 FT (see note)
RACON
HORNS
RACON (-)
SECURITY ZONE 165.1110 (see notes A and C)
SPECIAL ANCHORAGE A-4 110.1, 110.90 (see note A)
HOR CL 194 FT VERT CL 156 FT
SAN DIEGO-CORONADO BAY BRIDGE
A set of 3 fixed white lights is mounted vertically above a green range light on the northwest side at the center of the main inbound channel between piers 18 and 19 and also on the southeast side at the center of the main outbound channel between piers 19 and 20.
G "1" Fl G 4s
Shoaling (rep 1992)
Shoaling rep 1981
15 FEET FOR WIDTH OF 500 FT JUL 2004
Shoaling (rep 2001)
R "26" Fl R 4s
R "26A" Fl R 6s
G C "3"
Wreckage
Obstn PA (4ft rep)
SECURITY ZONE 165.1120 (see notes A and C)
GLORIETTA BAY
SPECIAL ANCH A-5 110.90 (see note A)
DISCHARGE ZONE (see note Z)
R "8" Fl R 4s Priv
R N "6"
Shoaling rep 1981
Cable Area



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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~

Nautical Miles

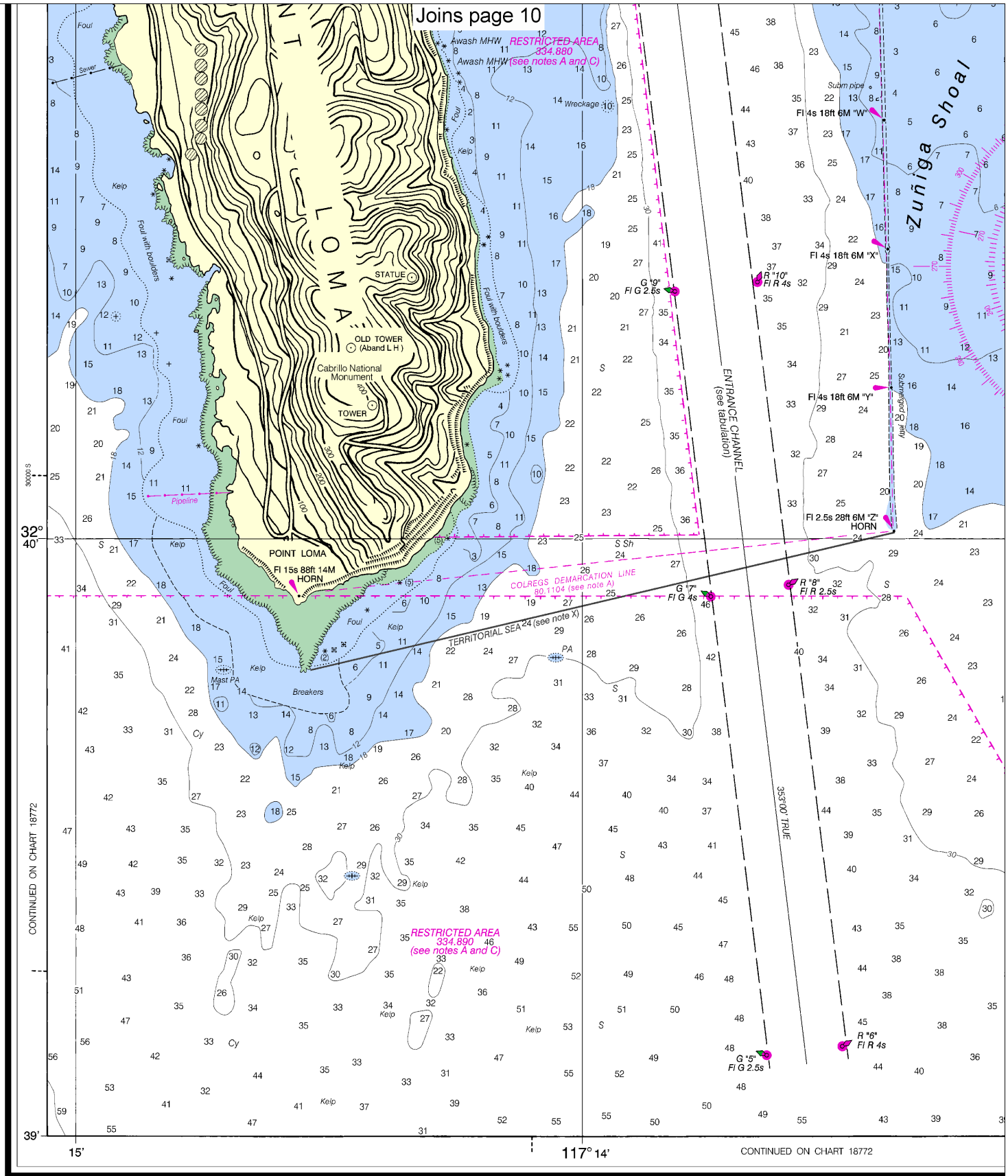
½ 0 ½

Yards

500 0 500 1000

See Note on page 5.


Joins page 9
FlR 4s 10ft "22"
Fl R 4s 18ft
Q R 11ft "22A" PA
Fl 4s 11ft "E" PA
NO-DISCHARGE ZONE (see note Z)
NO-DISCHARGE ZONE (see note Z)
SD & IV RR
OVHD PIPELINE
Mud
Tank
Ditch
STACKS (WESTERLY 2 OF 4)
OVHD PIPELINE
Tanks
Salt pond
Fruitdale
CONTINUATION OF
SAN DIEGO BAY
Scale 1:12,000
Otay River
07'
06'
117°
32°
36'
37'
41'
20'
10'
50'
50000 S
55000 S
25000 E
STACK
Pier 4
Pier 5
Pier 6
Sewer
Montgomery Freeway
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.
SOURCE
A 1990-2010 NOS Surveys full bottom coverage
B1 1990-2001 NOS Surveys partial bottom coverage
B2 1970-1989 NOS Surveys partial bottom coverage
NOS Surveys partial bottom coverage
NOS Surveys partial bottom coverage
Joins page 21



43rd Ed., May. /12 ■ Corrected through NM May. 05/12
Corrected through LNM Apr. 24/12

18773

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has
Ocean Service encourages
improving this chart to the
Service, NOAA, Silver Spr

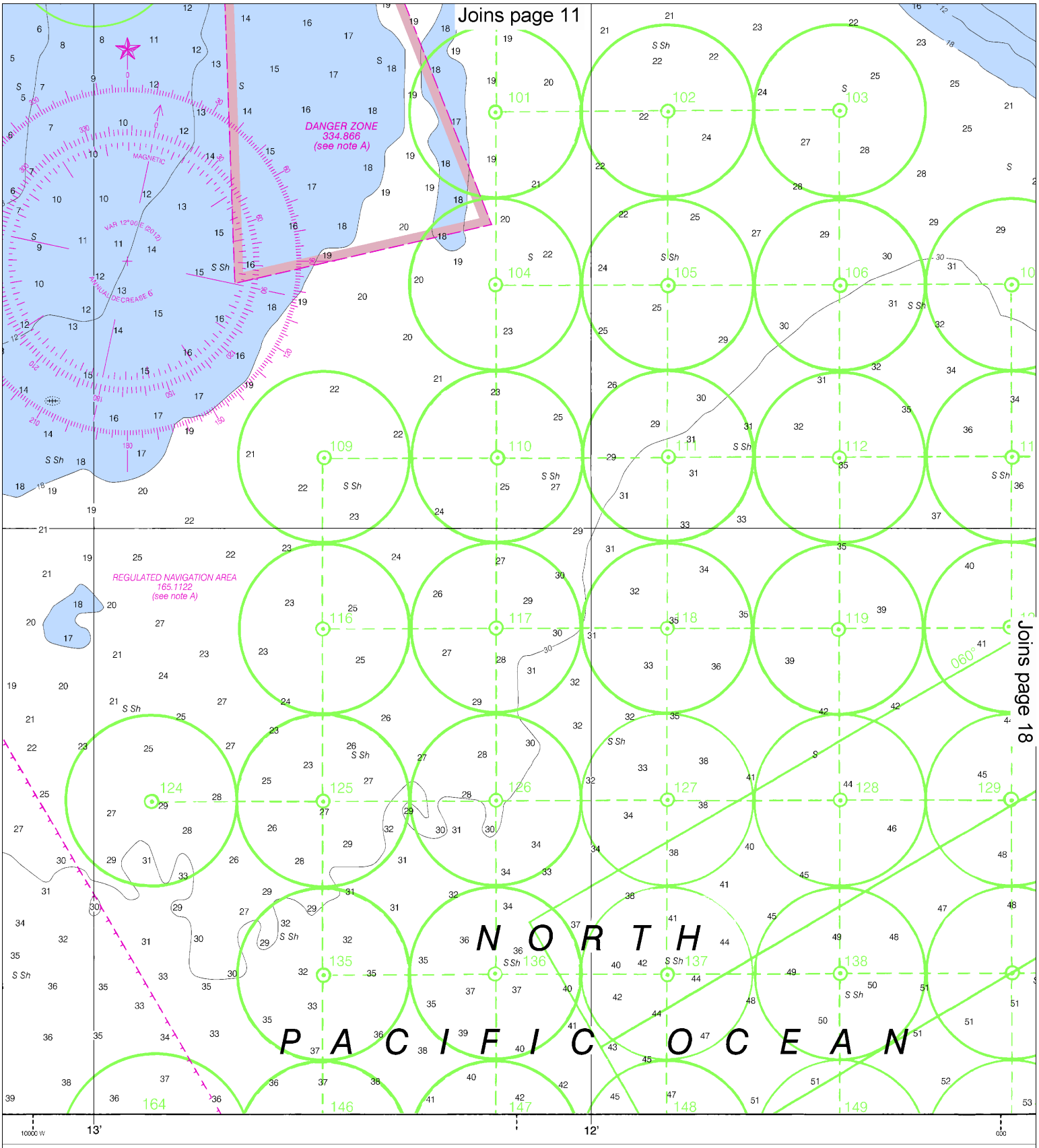
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~

Nautical Miles
½ 0 ½

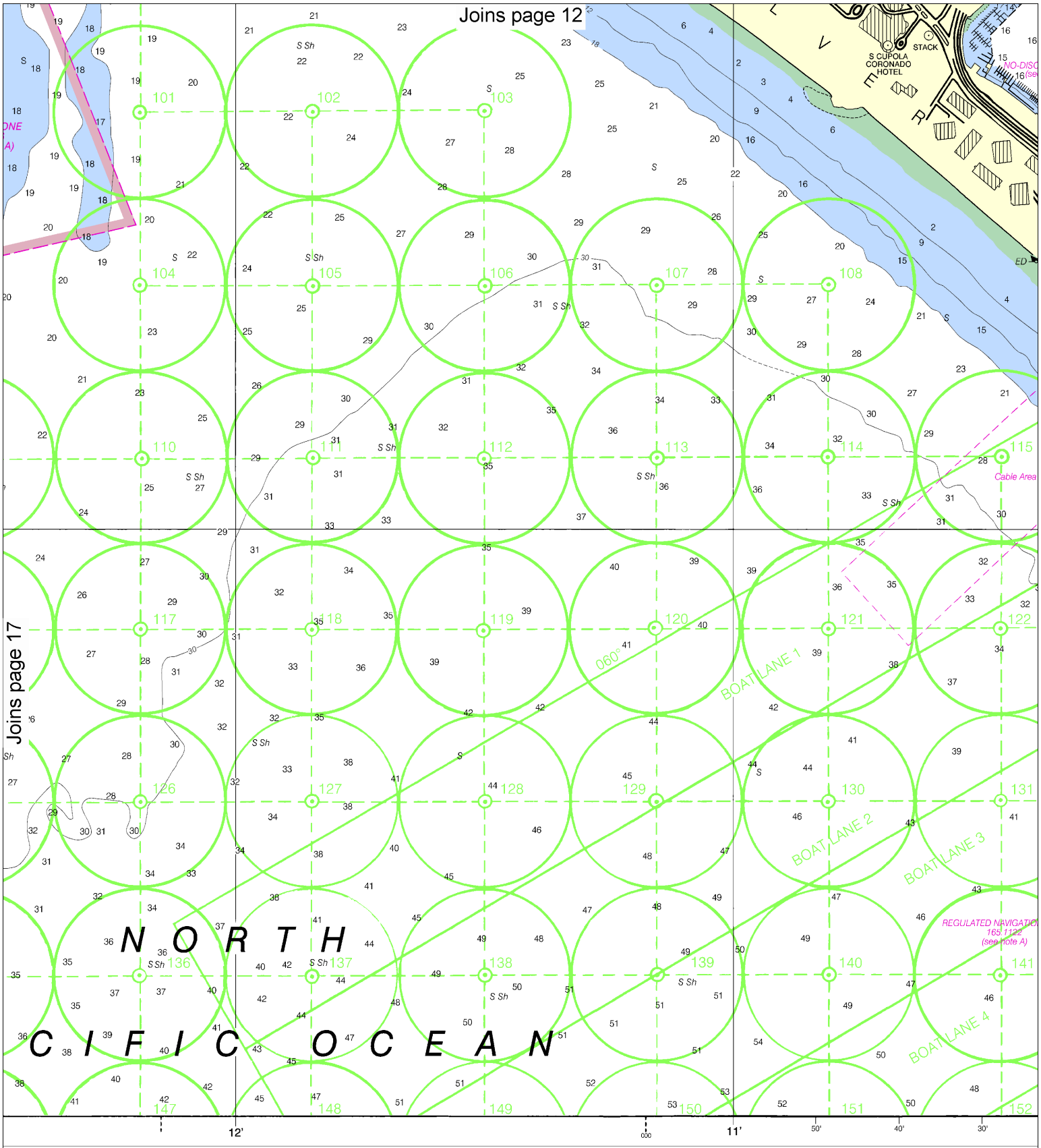
Yards
500 0 500 1000

See Note on page 5.



as been designed to promote safe navigation. The National
es users to submit corrections, additions, or comments for
he Chief, Marine Chart Division (N/CS2), National Ocean
pring, Maryland 20910-3282.

SOUNDINGS



SOUNDINGS IN FEET

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Note: Chart grid lines are aligned with true north.

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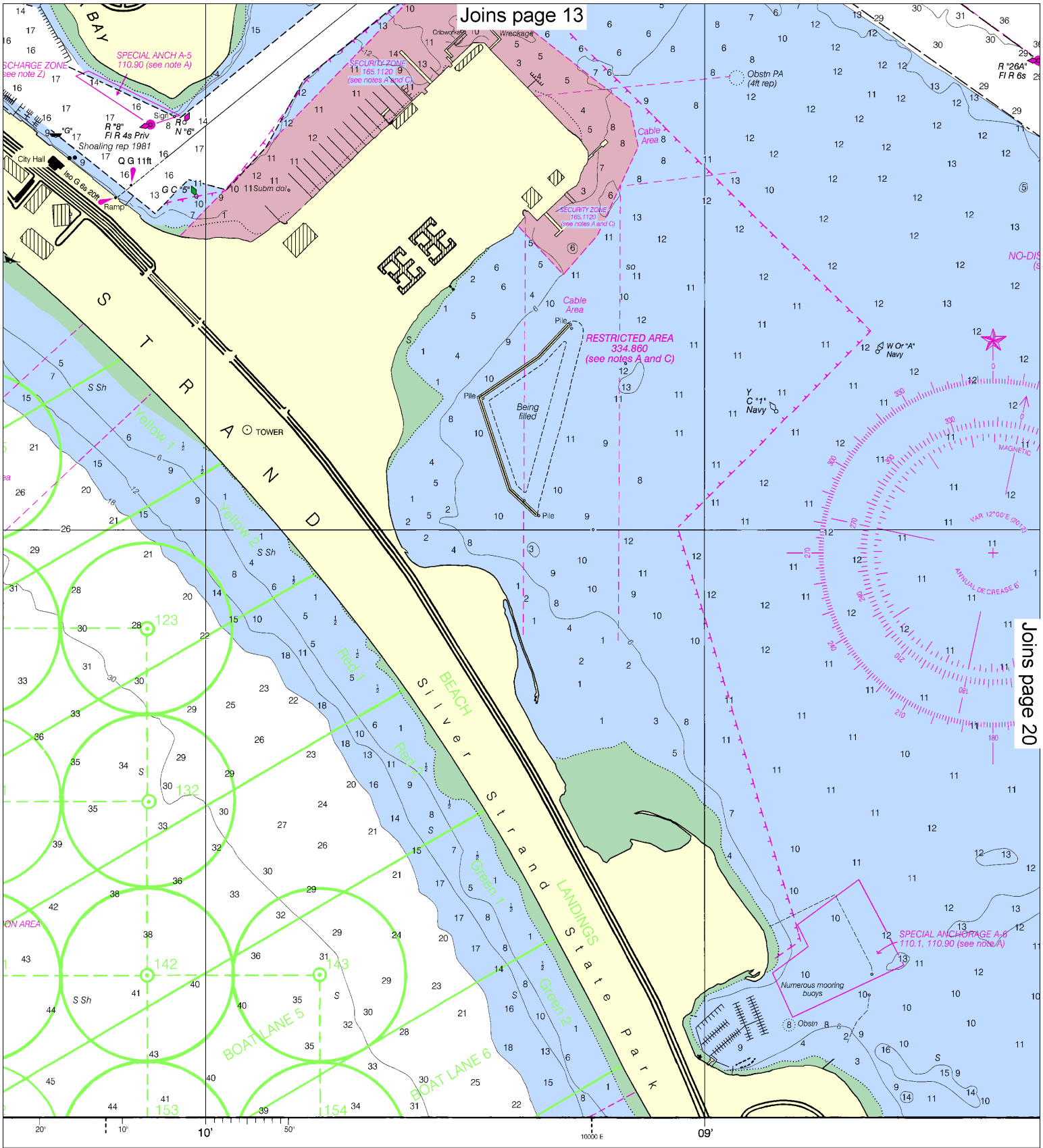
Nautical Miles

½ 0 ½

Yards

500 0 500 1000

See Note on page 5.



ngton, D.C.
F COMMERCE
PHERIC ADMINISTRATION
SERVICE
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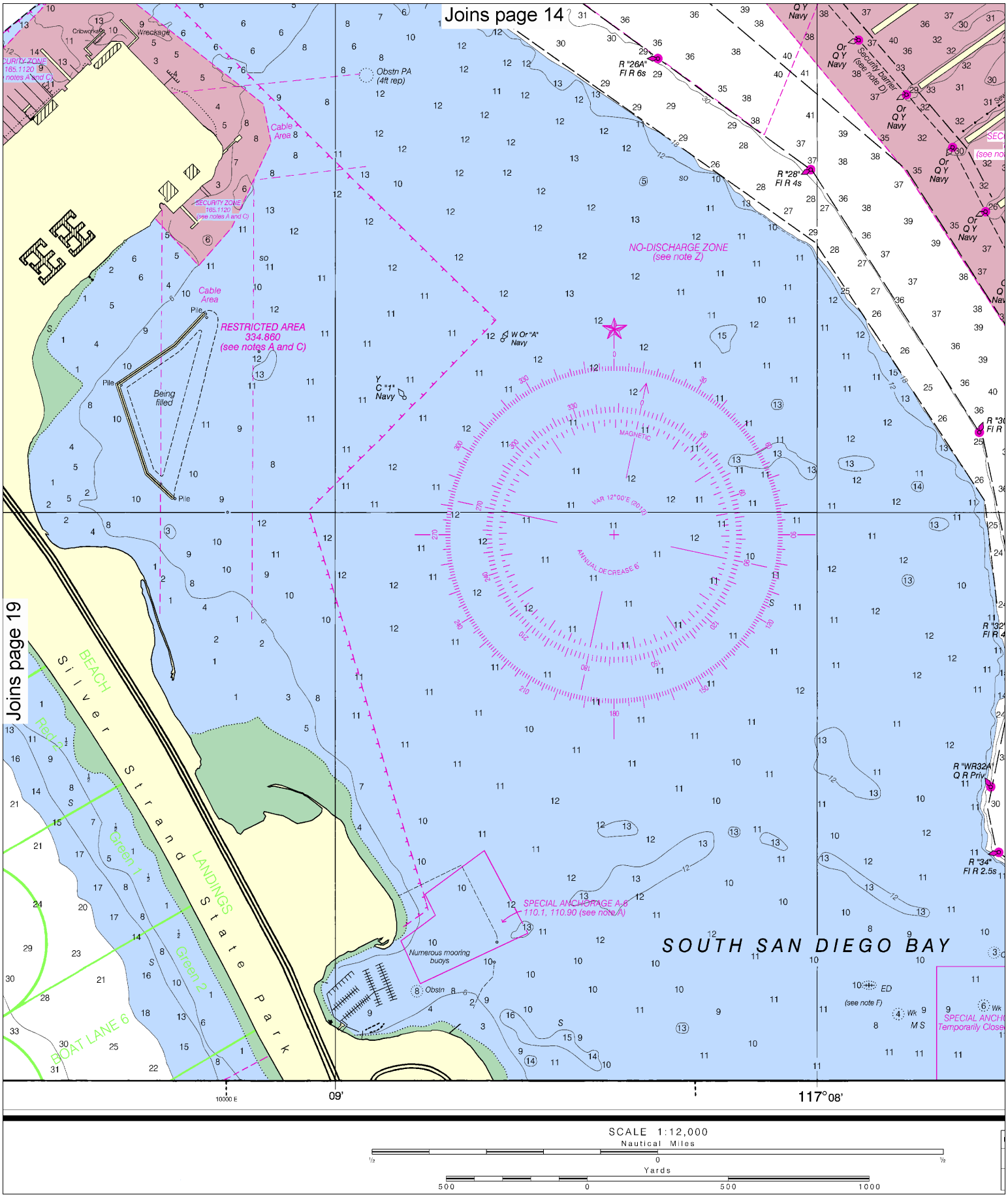
SCALE
Nautica
Yar
500 0



SCALE 1:12,000

Nautical Miles

½ 0 ½

Yards

500 0 500 1000

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:12,000~~

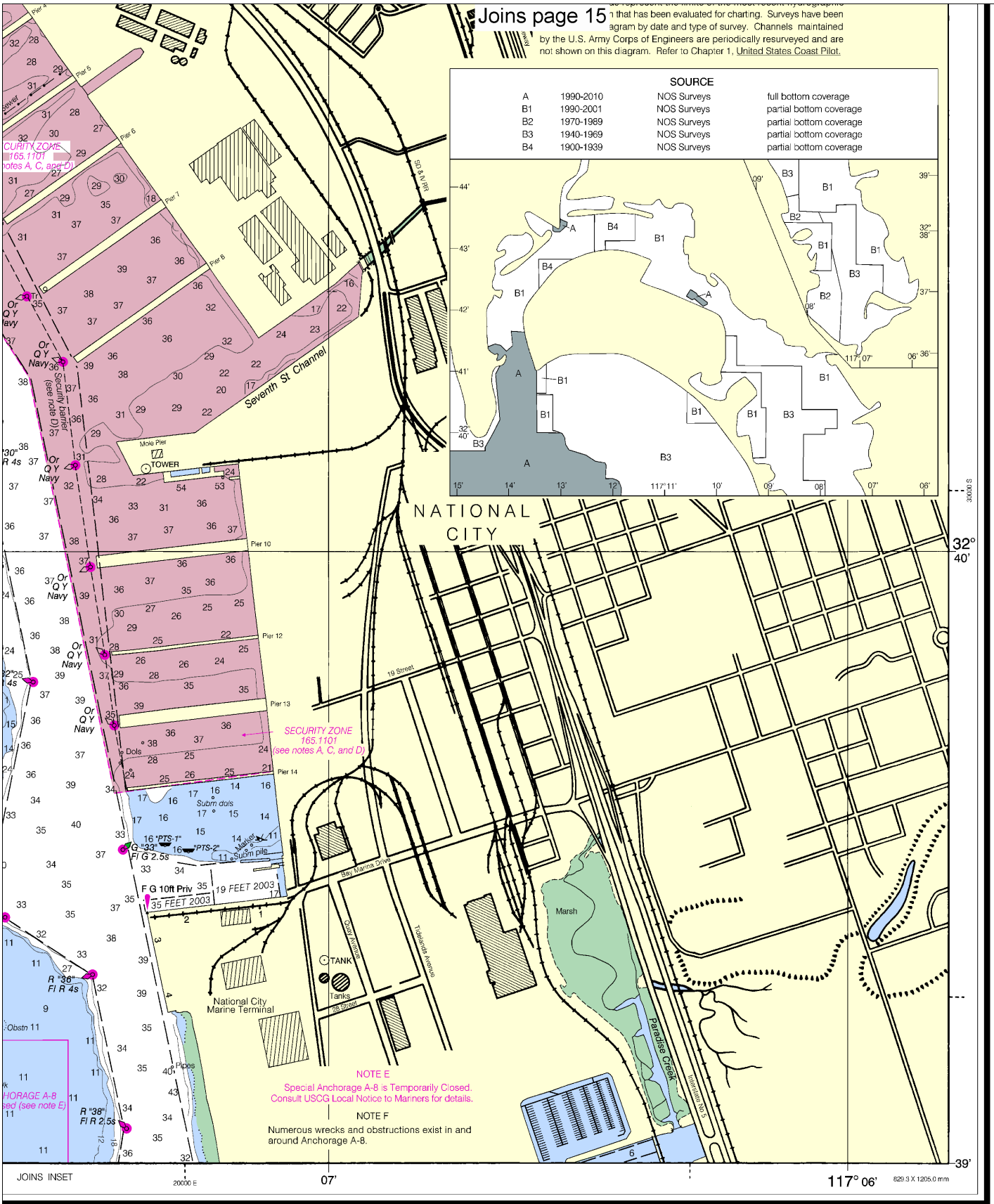
Nautical Miles

½ 0 ½

Yards

500 0 500 1000

See Note on page 5.



that has been evaluated for charting. Surveys have been agram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

	FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
	METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

San Diego Bay

SOUNDINGS IN FEET - SCALE 1:12,000

18773

ED. NO. 43

NSN 7642014011538 NGA REFERENCE NO. 18AHA18773

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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National Weather Service	—	**http://www.weather.gov/**
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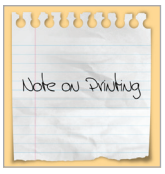

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